

NOTICE.
M. Gains
COURT MILLNER,
12, ROBINSON ROAD,
KOWLOON.
FROM 1st May next, the above
Business will be transferred
to HOTEL MANSIONS, Hong-
kong.
Further Reductions—Trimmed
Hats \$3.00 to clear, Flowers,
Ac. Half price.

The China Mail.

ESTABLISHED 1845

GRAND PRIZE PAID 1907
The Highest Pencil Award
Joseph Gillott's PENS.
Of Eminent Quality, & Having Obtained
Diploma, and Honorary
CITIZENSHIP.
The only Award Chicago, 1893.

No. 14,035. 號四月四年八零百九千一英 HONGKONG, SATURDAY, APRIL 4, 1908. 日四初月三年申戊 PRICE, \$3.00 Per Month.

Intimations.

THORNE'S
OLD VAT

\$15
PER
CASE

Assupplied
to the
House of
Commons.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1803

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 793

THEATRE ROYAL.

UNDER the Distinguished Patronage of
H.E. THE GOVERNOR AND
LADY LUGARD.

**A GRAND VARIETY
CONCERT**

IN
THE THEATRE ROYAL
TO-NIGHT (SATURDAY), 4th of April.
Proceeds in aid of the European Y.M.C.A.
Library Fund.
Selections by the Band of the 2nd Cameron
Highlanders.
Highland Dancing by Miss CLARK and by
Members of the Regiment.
Vocal Selections by Leading Local Amateurs
Booking at Messrs S. MOUTRIE & Co., Ltd.
Hongkong, April 4, 1908. 472

CHINA MERCHANTS S.N. CO.

THE Twin Screw Steamship
KIANG TUNG,
Captain H. W. CHANDLER.

CANTON-MACAO LINE.

FARE:
First-Class Cabin...\$8 (Dinner included).

Departure from Canton to Macao.
EVERY MONDAY, WEDNESDAY AND
SATURDAY, at 5.30 P.M.

Departure from Macao to Canton.
EVERY TUESDAY, FRIDAY AND
SUNDAY, at 9.00 P.M.

Ship will STOP in Macao on every
THURSDAY.
All Saloon Berths should be applied
for from the Captain.

Hongkong, April 3, 1908. 522

NOTICE.

THE Interest and Responsibility of Mr
ALEXANDER GEORGE WOOD in
our Firm in Hongkong and China ceased
on 31st March, 1908.

Mr JOHN WHITE COOPER DON-
NAB was admitted a PARTNER in our
Firm in Hongkong and China on this date.

Mr CHARLES GORDON STEWART
MACDONALD is authorised to Sign our Firm
per Procuration in Hongkong and China
from this date.

GIBB, LIVINGSTON & CO.
Hongkong, April 1, 1908. 512

NOTICE.

THE Interest and Responsibility of Mr
JAMES ORANGE in our Firm
ceased this day.

LEIGH & ORANGE.
Hongkong, March 31, 1908. 508

NOTICE.

MR ALBERT EDWIN GRIFFIN
ASSOC. M. INST. C.E., is from
May 1st, 1908, admitted a PARTNER in
our Firm, which will continue to carry on
the business of CIVIL ENGINEERS,
ARCHITECTS and SURVEYORS as
heretofore, under the style of LEIGH &
ORANGE.

LEIGH & ORANGE.
Hongkong, March 31, 1908. 507

NOTICE.

WE have To-day MOVED our Office
from Queen's Road to No. 3,
HOTEL MANSIONS, FIRST FLOOR.
CONNELL BROS. CO.
Hongkong, March 28, 1908. 504

NOTICE.

IF PERCY BRENTNALL, one time
resident at Prison Lodge, 9, Bonham
Road, Hongkong, or his wife or child, will
communicate with R. E. BRENTNALL,
23, Edlington Terrace, Newcastle on Tyne,
England, they will hear something to their
advantage.

P. FORSTER NICHOLSON.
Hongkong, March 28, 1908. 492

S.S. 'HOT MING.'
CAPTAIN EVANS.

LEAVES Ping On Wharf, Hongkong,
every day at 8 o'clock for Macao.
Leaves Macao at 2 P.M.

**SPECIAL EXCURSION ON SUNDAYS
TO MACAO.**
Leaving at 8 o'clock. Returning,
Leaves Macao at 5 o'clock.
Full particulars
CHI WO & CO.,
23, Wing Lok Street,
Hongkong, March 20, 1908. 444

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.
NEW LAUNCH FOR SALE.

TELEPHONES: 187 and K. 21. CABLES: Stryaouren, Hongkong.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO RETRAIS.
A. F. DAVIES, Manager

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Telephone Add: 'Peak Hotel'.
Hongkong, February 8, 1908. 515

**BOURNVILLE
COCOA**

Is a high-class Cocoa with a distinctive flavour
developed by a special process. Made under ideal
conditions at the well-known 'Factory in a Garden'
at Bournville, where scrupulous care and cleanli-
ness, the strictest analysis, pure air and ideal
environment, all help to produce Cocoa of the very
Highest Quality.

Cadbury's

Hongkong, December 10, 1907. 1955

KELLY & WALSH, LTD.

In the First Watch and Other
Engine Room Stories, by James
Dalziel ... \$1.75
Love the Judge, by Wymond Carey ... 1.75
The Broken Road, by A. E. W. Mason ... 1.75
The Silver Zone, by K. P. Barrett ... 1.75
The Lockers, by W. Le Quere ... 1.75
St. Gwynnifer, by Silas K. Locking ... 1.75
The Iron Gates, by A. E. Hold-
sworth ... 1.75
The Fool's Tax, by Lucas Clowe ... 1.75
Her Convict, by M. E. Braddon ... 1.75
Society Sin and the Saviour, by
Father B. Vaughan ... 1.75
Historical Mysteries, by Andrew
Lang ... 2.75
Through the Magic Door, by Conan
Doyle ... 2.75
The Red Reign, The True Story of
an Adventurous Year in Russia,
by Kellogg Durland ... 5.50
Thoughts on Business, by W. P.
Warren50
Pitman's Secretary's Handbook, by
H. E. Blais ... 4.50
The Photographic Instructor, by J.
L. Pigg50
Prehistoric Japan, by N. G. Munro50
A History of and Treatise on the
Law in Hongkong, relating to
Trade Marks, by C. D. Wilkinson ... 3.00

The ANGLICAN, A Record of the
Work of the Churches among
Foreigners in the Far East, Part 2 \$.50
Hors D'Europe, New and Reprint-
ed Pieces, by A. Michie ... 1.50
The Navigation of Ships in a Fog,
by C. D. Wilkinson and J. T.
Douglas ... 5.00
A Plan of Canton and Suburbs with
Monas, Surveyed by F. Schneck
Scale 4 1/2" to 1 inch ... 10.00
A New Map of the Sun On District,
including Hongkong, Kowloon
and the New Territories, James in
English and Chinese, by the Tuan
Tat and Kwok Lo Kwai. Scale
2 in. to 1 Mile ... 5.00

Sole Agents for
THE YOST TYPEWRITER
The New No. 10 Light Running.
Quiet Action. No Ribbon.
Perfect Alignment.

ARDATH 'SPECIAL'
SMOKING MIXTURE
1 lb. Tins \$1.00.

WANTED.

ASSISTANTS AND APPRENTICES for
the Millinery.
Apply
M. GAINS,
HOTEL MANSIONS,
Hongkong, March 28, 1908. 490

HING LOONG & IT.

FAMILY and SHIP'S COMMODORE, GEN-
ERAL STOREKEEPER, BUTCHER, BAKER
and COAL DEALER.
Orders will be punctually attended to at
moderate prices and best quality.
HING LOONG & IT.
No. 14, VICTORIA STREET.
Hongkong, March 23, 1908. 481

M. C. C. TURKISH CIGARETTES.

THE BEST on the MARKET.
SOLE AGENTS FOR SOUTH CHINA AND THE
STRAITS SETTLEMENTS.
A. KOTAS & CO.,
NEW TRAVELLERS' HOTEL.
Hongkong, January 24, 1908. 128

**WEST RIVER TRIPS FROM
HONGKONG.**

Round Trip 4 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.
Hongkong, October 25, 1907. 1708

THE CARLTON HOTEL.
Most Centrally Situated—Elegantly Furnished.
VERY COMFORTABLE RESIDENCE
FOR PERMANENT BOARDERS AND TOURISTS.
FIRST CLASS TABLE. TERMS VERY REASONABLE.
APPLY TO THE MANAGER.

'CAT' BRAND FLOUR.
HIGH GRADE PATENT FLOUR. Superior Colour, Strength and Baking Qualities
guaranteed. Used by all principal Hongkong Bakers and Hotels.
PLEASE SEND YOUR ORDERS TO
TUNG HING LOONG, 255, Des Voeux Road. YUE HING LOONG, 25, Wing Lok Street.
KWONG HUNG FAT, 226, Des Voeux Road.
Hongkong, March 11, 1908. 384

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.
ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

LANE, CRAWFORD & CO.
Telephone 97.

NEW STOCK OF TENNIS RACQUETS
SPECIALLY MADE FOR L. C. & CO. BY
RAMSBOTTOM,
SLAZENGER
and
BUSSEY

A
LARGE
SELECTION

from \$8.00 to \$20.00 each.

LANE, CRAWFORD & Co. 2040

WILKS & JACK, LD.
Electrical, Mechanical and Gas
Engineers.

SOLE AGENTS FOR
W. H. ALLEN, SON & Co., Bedford, England.
THE GENERAL ELECTRIC CO. of England.
THE WELSBACH INCANDESCENT GAS LIGHT CO.
J. B. PETTER AND SONS, Limited, Yarl, England.

Thomson Motors, Allen's Pumps,
Electric Fans, Motor Cars, Dynamos,
Lanterns, Oil Engines,
Gas Engines.

OFFICES AND SHOWROOMS:—
14, DES VOEUX ROAD CENTRAL.
ELECTRO-PLATING & REPAIR SHOPS, KOWLOON.
TELEPHONE 358 and K 38—Cables "MARINEWORK."

'NESTOR' SANITARY FLUID
A RELIABLE DISINFECTANT
Pint Tins 50 Cents. One Gallon Tins \$2.

Sun Glasses. Sun Glasses.
HOUSEHOLD AMMONIA
For the Bath and all Toilet Purposes, Delicately Perfumed,
Half Pint Bottles 60 Cents.

VICTORIA DISPENSARY.

ORIENTAL HOTEL
No. 2, Queen's Road Central.
Telephone No. 197.

Mrs M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
CUISINE under European Supervision. Grills at short notice. Private Bar and
Billiard Rooms. Monthly Rates for Table and Dinner.
Telephone Address: 'Oriental,' Hongkong.
For particulars, apply to C. F. FRICHS, Manager.
Hongkong, September 24, 1907. 1640

THE CARLTON HOTEL.
Most Centrally Situated—Elegantly Furnished.
VERY COMFORTABLE RESIDENCE
FOR PERMANENT BOARDERS AND TOURISTS.
FIRST CLASS TABLE. TERMS VERY REASONABLE.
APPLY TO THE MANAGER.

'CAT' BRAND FLOUR.
HIGH GRADE PATENT FLOUR. Superior Colour, Strength and Baking Qualities
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PLEASE SEND YOUR ORDERS TO
TUNG HING LOONG, 255, Des Voeux Road. YUE HING LOONG, 25, Wing Lok Street.
KWONG HUNG FAT, 226, Des Voeux Road.
Hongkong, March 11, 1908. 384

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.
In Bags of 250 lbs. net, \$3.00 per Bag, ex Factory

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
Telephone 644. 7 and 9, Pedder Street

Are Showing a Good Assortment of
AMERICAN SHOES
FOR
LADIES AND CHILDREN.
JUST ARRIVED.

THE SINCERE CO.
111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG.
UNIVERSAL PROVIDERS.
TAILORS, HATTERS & MERCHANTS.
ENGLISH AND AMERICAN BOOTS AND SHOES,
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,
Grocery, Furniture, Rattan Ware, Tobacco, Cigars,
Cigarettes, Sewing Machines.
Our Prices are marked in plain figures.
Hongkong, September 28, 1907. 1558

CHAMPAGNE
THE LEADING BRAND
G. H. MUNN & CO.
REIMS

BY SPECIAL APPOINTMENT TO
A. & C. King of England
G. H. Munn & Co. of France

Shewan, Tomes & Co.
GENERAL AGENTS
For
HONG KONG, CANTON
& MACAO.
Hongkong, January 27, 1908. 145

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906

MEE CHEUNG & CO.,
PHOTOGRAPHERS.
PHOTOGRAPHS of the Hongkong Races are now on Sale. Pictures from every
Conceivable Corner of the Race Course. Splendid Assortment. Complete Set
in Album, for \$12.00. Also Lantern Slides at 50 Cents each.
STUDIO—108, HOUSE STREET. STORE—BEACONSFIELD AROADE.
Hongkong, February 18, 1906. 1784

CALDBECK, MACGREGOR & CO.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD CENTRAL.
Hongkong, March 8, 1908.

CHAMPAGNES,
SHERRIES,
MARSALES,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

HOOKS & MOSIELLES,
FRANCOIS,
GINS,
WHISKIES,
VERMOUTHS,
BITTERS,
LIQUEURS.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

**EVERY
REQUISITE**

FOR

Travelling.**Wm. POWELL, Ltd.****HONGKONG.**

Hotels.

CLARENCE HOUSE.

48, 54 & 56, NORTH BRIDGE ROAD, HONGKONG.

FIRST-CLASS BOARDING HOUSE.
Room for one per day, \$5.00.
Room for two per day, \$8.00.
Monthly Rates: Single—\$100 & \$110.
Two in a Room, \$50 extra.
Hongkong, November 2, 1907. 175

BELLE VIEW HOTEL.

ONE NIGHT ONLY.

Saturday, April 4, 1908.

**CARL ROZELLO'S GRAND
CARNIVAL OF
VARIETIES.**SOMETHING NEW, STARTLING,
NOVEL AND CLEVER.

Prices of Admission: \$2 & \$1.
Doors Open at 8.30; Over 9.15 p.m.
MAHADO'S FAMOUS STRING BAND
will be in attendance
EVERY SUNDAY EVENING,
from 4.30 to 8.30 p.m.
Hongkong, March 31, 1908. 493

NOTICE.

M. Gains

COURT MILLINER.

42, ROBINSON ROAD, KOWLOON.

FROM 1st May next, the above
Business will be transferred to
HOTEL MANSIONS, Hong-
kong.
Further Reductions—TENNIS
Clubs \$3.50 to clear. Flowers,
&c., Half-price.

**OARMICHAEL AND
OLARKE,**CONSULTING ENGINEERS AND
SURVEYORS.

8, Queen's Building, Hongkong.

64, CHANCE ALLEY, SINGAPORE.

CABLE ADDRESSES:

OARMICHAEL, HONGKONG.

OARMICHAEL, SINGAPORE.

Codes Used—Scott's 10th Edition;

A.B.C. 4th and 4th Editions;

Liebert's Standard; Walkley's; and A.I.

TELEPHONE NO. 292.

**NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.**

TOTAL FUNDS at 31st December, 1906,

£17,837,116.

—Authorized Capital £3,000,000

—Subscribed Capital £2,750,000

—Paid-up Capital £2,587,500 0 0

—Fire Funds £3,387,720 19 8

—Life & Annuity Funds £1,743,898 8 6

Revenue Fire Branch £17,837,116 8 1

Life & Annuity Branch £1,743,898 8 6

£19,581,015 6

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.

Agents.

**SIR ROBERT HART'S
MEMORANDUM.**

A Series of Articles on Sir Robert

Hart's Services for the Improve-

ment of China.

Reprinted from the China Mail to be

had in pamphlet form at this Office, 8,

Queen's Road Central.

Price 50 Cents.

**EAST PRAJA RECLAMATION
SCHEME.****AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
CHATER.**

The Full Details Printed in Pamphlet Form

Copies may be had at 'CHINA MAIL' Office,

8, Queen's Road Central.

Price 10 Cents each.

S. MOUTRIE & Co.,

LIMITED.

NEW PIANOS

ON HIRE

AT \$10 PER MONTH.

Tuning and Regular

Attention Inclusive.

S. MOUTRIE & Co., Ltd.

YORK BUILDING.

Chater Road.

Hongkong, April 16, 1907.

**A. S. WATSON
& Co., Ltd.**

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S**E**

VERY OLD LIQUEUR

SCOTCH**WHISKY**

A Blend of the Finest Pure

Malt Whiskies distilled in

Scotland

OF

GENUINE AGE

AND

FINE MELLOW**FLAVOUR.**

PER DOZEN.....\$16.50.

WATSON'S**D. SHERRY**

Superior Pale Dry.

Per Dozen.....\$19.50.

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Superior Pale Dry.

Per Dozen.....\$19.50.

WATSON'S

THE TATSU MARU II

CASE.

CHINA PAYS FOR MUNITIONS.

(From Our Correspondent.)

CANTON, April 4.

On Thursday last the sum of \$21,400 was handed over to the Japanese Consul by the local authorities in payment for the arms and munitions carried by the Tatsu Maru II.

A MOTOR-BOAT ORDER.

Secured by Bailey and Co.

(From Our Correspondent.)

CANTON, April 4.

Messrs W. Bailey & Co. of Hongkong, to-day secured an order from the Admiral of the Kwangtung Navy for the construction of a motor-boat.

The contract is for \$7,800.

THE BOYCOTT.

THE FEELING IN CANTON.

(From Our Correspondent.)

CANTON, April 3.

Walking along the streets, there is really nothing unusual to notice. The city is in perfect order so far as the boycott is concerned. It appears that much experience was gained during the boycott against America two years ago and as a consequence no agitation is noticeable. However, firms dealing in Japanese articles have had notices posted up, informing their nationals that they have stopped Japanese orders and that English and German goods will substitute those that they were selling.

The Self-Government Society is as active as ever and preachers are being sent out as usual to the interior, further up the country, not to agitate for a boycott, as they say, but to make the people know the result of the Tatsu Maru II case and tell them what the people at Canton, Hongkong, and elsewhere are doing.

Telegraphic information has reached here to the effect that Chinese at Tientsin have unexpectedly joined in the boycotting movement in the South. The telegrams to the Self-Government Society state that already three firms have had their Japanese goods, including a large quantity of Japanese tea, destroyed by fire.

The destruction by fire of Japanese goods which was first started by the Society here seems to have been copied by many places in this neighbourhood.

The present boycott appears to have become of a general character. Far distant Pukoi has wired reproving the Society for not advising them of the movement until they learned of it from the papers. They did not, they said, lack in patriotism and would show the Canton people what they could do.

A merchant when asked as to how long the boycott will last, said that so many people have joined in from almost every part of the world quite willingly that it seems uncertain when it will end. This boycott, he continued, is quite of a different character from that which was directed against America. The fact is that the boycott against America was mainly for those who were connected commercially with America and as a matter of fact those who did not care to go to America did not trouble themselves about it, though some patriots did take an active part, whereas the present one against Japan is entirely for the purpose of erasing the national disgrace which Japan has wantonly inflicted upon China and particularly upon Kwangtung. Now the Cantonese have been recognised as the best business men throughout China and it is not surprising that the boycott should spread the length and breadth of the Empire.

Australian Chinese Sympathetic.

MELBOURNE, Australia, March 31.—The Chinese residents of this part of Australia have instituted a boycott of Japanese goods. It is reported from other large centres that the movement has been started there and appears to be general throughout the Commonwealth.

Enthusiastic Women.

(From Our Correspondent.)

CANTON, April 3.

A meeting of women was held here to-day at 1 p.m. in connection with the boycott. No persons of the other sex were allowed in the Hall and as a consequence I was unable to obtain detailed particulars of the proceedings. It is stated, however, that intense patriotism was displayed. The programme of the meeting was as follows: An explanation of the circumstances leading to the capture and release of the Tatsu Maru II and its relation with the voluntary boycotting movement, by the lady chairman; speeches by various ladies; pledge of alliance; photograph taken of the party; refreshments and conclusion. Numbers of uneducated women as well as those of a higher class are reported to have been present.

CHRONIC DIARRHOEA CURED.

SOME physicians claimed that chronic diarrhoea cannot be cured. Don't you believe it. "There are incurable cases, but none so bad that they cannot be helped by Chamberlain's Colic, Cholera and Diarrhoea Remedy, and even temporary relief means much to one so afflicted. For sale by all chemists and druggists.

THE GYMKHANA.

There was a very poor attendance when the first race was run, but during the afternoon the crowd considerably increased in numbers.

The band of the Middlesex Regiment played selections during the afternoon. Once Round.—For China Ponies Subscription of this season 1907-1908 and all Ponies entered in the Hongkong Jockey Club Meeting at the Hongkong Jockey Club Meeting 1908. Weight for inches as per scale. 1st Prize: \$25. (Entrance fees to go to winner.)

Mr Wolff's Hampstead, (late Kirk-michael) Mr Gegg 1
Mr Medico's Sofrano Rose, (Mr Master) 2
Mr McDowell's Chota Sahib (late Gun Tree) Mr Dupree 3
Mr Dutton's Lowland, (Owner) 0
Dr. J. W. Noble's Strathairn, (Mr Clark) 0

Time 1.54.
Pari Mutual, \$14.50, Cash Sweeps 1st, \$258.30; 2nd, \$73.80; 3rd, \$30.90.
Hampstead getting away nicely, won from end to end of the field, and won over five lengths. Lowland was left in the post, and followed the field round. There was a good race for second and third places.

GYMKHANA STAKES.—Value \$80. Distance one mile. For all China Ponies. Catch weights at 150 lbs. A Cup called the Gymkhana Cup will be presented at the end of the season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third.

Mr Rolson's Homocoe, 151 lbs. (Mr Mackie) 1
Mr R. F. C. Master's Blue Nile, 151 lbs. (Mr Master) 2
Mr May's Astral, 151 lbs. (Mr Master) 3
Mr Dutton's Strathairn (late Gun Tree), 151 lbs. (Mr Gegg) 0
Mr Dutton's Strathairn (late Gun Tree), 151 lbs. (Mr Gegg) 0
Mr Haridoe's Grey Tick 146 lbs. (Mr Clark) 0

Time 3.08.
Pari Mutual, \$80.00.
Cash Sweeps, 1st, \$409.35, 2nd, \$134.10, 3rd, \$57.05.
Won by one and a half lengths. Good race for second and third places.

LADIES' NOMINATION. Tilted the ring. Nominating Lady to stand at a given point. Gentlemen nominated to gallop past carrying a lance, as he gallops past nomination Lady to throw a ring which gentlemen nominated will endeavour to pick up in his lance, best of 3 runs. Points will be given for number of rings caught and for pace. 1st and 2nd Prizes presented by the Club. Post Entries.

Capt. Campbell (nominated by Miss Master) 1
Mr Clarke (nominated by Mrs Hensley) 2
Three quarters of a mile flat race.—For China Ponies Subscription Griffiths of any season which have never won an official race. To be ridden by Jockeys who have not won more than two official races in any season. Last Prize: Weight for inches as per scale. 1st Prize: "The Exit Cup," presented by the Club. (Entrance fees to go to winner)

Alastair (late Drueckeberger) ... Mr Clarke 1
Shirlock ... (Mr Master) 2
Sringappan ... (Mr Mackie) 3
Time 1.30.
Dividend, \$11.10. Cash Sweeps, 1st, \$576.45; 2nd, \$164.70; 3rd, \$82.35.

Three other entries remained to be decided when we went to press.

LADIES' RIFLE ASSOCIATION.

Third Day's Shooting.

In connection with the Ladies' Rifle Association meeting the third and final shooting contest took place this morning. The shooting was of a most interesting character and the competition proved to be very keen. Mrs L. G. Bird has shown herself to be a marksman of no mean ability, while Miss Stobs, Miss Hooper, Mrs Macdonald, Miss Horsnell, Miss M. Loureiro, and Mrs Aubrey Thompson were none the less efficient with the rifle.

An "At Home" was held this afternoon when Lady Lugard, in a congratulatory address, presented the prizes to the successful competitors. Appended are the scores of this morning's shooting:

JOCKEY CLUB CHALLENGE CUP.
50 YARDS HANDICAP.

Score.	Handicap.	Total.
Miss Horsnell ... 33	2	35
Miss Stobs ... 30	5	35
Mrs D. Macdonald ... 28	5	33
Miss Hooper ... 31	scratched	31
Mrs Lanzius ... 24	7	31
Mrs Keswick ... 28	2	30
Mrs L. G. Bird ... 27	scratched	27
Miss Stobs ... 26	1	27
Mrs M. Loureiro ... 25	2	27
Mrs Thompson ... 25	1	26
Mrs Chapman ... 20	6	26
Mrsutherland ... 22	4	24

The cup will be held until next season by Miss Horsnell.

UNREST IN KWANGSI.

Rioters Forced to Flee.

(From Our Correspondent.)

CANTON, April 3.

The Governor of Kwangsi province has reported to the Viceroy here from Lung-chow, whether he went on a visit of inspection, that as a consequence of strict supervision the rioters have fled, some going to Singapore others to Hongkong and Japan. Large quantities of arms and ammunition which were hidden underground have been unearthed. The Governor is confident that no further trouble of serious nature will occur.

"Snowy" Baker, the Sydney athlete, will not compete in the English boxing and championships this year, but will stay in England, and proposes to compete in 1909.

NOT much fun to be had with an aching head. But Stearns' Headache Cure will stop the ache in about 15 minutes if you give it a chance.

THE COLONY'S PURSE.

The financial return for the Treasury for the month of January shows that \$35,378.37 (including \$353.30 land sales) were received and \$499,523.68 expended. The receipts are \$138,502.06 less than for January 1907, and the expenditure is \$12,422.33 more than for January 1907. Government receipt receipts have increased by \$4,870.13, Fees of Court, etc., by \$5,249.84, and Miscellaneous Receipts by \$7,342.03. Receipts from Licenses and Internal Revenue not otherwise specified have decreased by \$77,531.84. Post Office increases in disbursements are shown in the following: Education \$20,225.45; Police Department \$7,171.23; Sanitary Department \$3,414.37; Medical \$378.02; Judicial and Legal \$2164.53; Colonial Secretary's Department \$1007.20; Harbour Master's Department \$1372.11; Pensions \$1379.00; Public Works \$11,231.05; and several smaller items. The decreases were: Miscellaneous Services \$7,077.78; Military \$2074.20; Governor \$1471.43; Public Debt charges \$739.18; Treasury \$673.74, etc.

BRITISH MINISTER AT CANTON.

International Waters Question.

(From Our Correspondent.)

CANTON, April 3.

Sir John Jordan, the British Minister to Peking, arrived here yesterday. He called on Viceroy Chang to-day. It appears that among other things, the question of the definition of international waters between Hongkong and China, which was pending in Peking, was to be discussed.

In a letter to the Self-Government Society, Wu Tsun Chung stated that the definitions with regard to international waters and waters under Chinese jurisdiction which were used during the Tatsu Maru II case were not very satisfactory. It was pointed out that it was a great mistake on the part of China to accept the position that within three miles from land are to be considered as international waters. The Self-Government Society was requested to call a meeting of gentry and merchants to consider the matter and, if thought advisable, to lodge a protest at the Waikou.

However, no trouble is anticipated in connection with this matter and, as it is reported here, the question has not been settled already it will be arranged satisfactorily before Sir John leaves.

THE RAINFALL.

The following table gives the monthly rainfall at the Observatory to the end of March with the means and extremes for 25 years:—

RAINFALL AT HONGKONG OBSERVATORY.				
	1908	1884	1908	
January	2.64	Mean	Max.	Min.
February	2.53	1.64	8.43	0.00
March	7.78	1.75	7.95	0.02
		7.88	11.48	0.17

The year's rainfall to the end of the month amounts to 6.33 inches, the 25 years mean for the same period being 6.07 inches.

SPORTING.

Yachting.

THE CORINTHIAN CLUB.

To-morrow the Corinthian Yacht Club close the season with a cruise to Fautschau. Yachts and motor boats will leave the anchorage at 9.15 a.m., following Mr E. M. Hazland (Vice-Commander) in the La Cigale, while a launch for visitors and members will leave Blake Pier at 11 a.m.

The programme is as follows:—Chinese Rigged Cruisers, 3rd Club Championship Race.
One Design Class Race, for Warren Memorial Challenge Cup.
Motor Boat Race.
Handicap Class Race—Open to all members who have not won a prize this season.

Ladies Race. One Design Class.
Motor Boat Race.
Ladies Race. Handicap Class.
One Design Class Race. Open to all members who have not won a prize this season.
The season's prizes will be presented after the last race.

THE AMENDING ORDINANCE.

Sanitary Board Meeting.

A special meeting of the Sanitary Board is summoned for 3 p.m. on Monday, for the purpose of considering:—

(1) Letter from Government forwarding copies of the Bill amending the Public Health and Buildings Ordinance 1905, with minutes by Mr Liu Chi Pak.
(2) Letter from Government forwarding copy of the Hansard report of the speech made by His Excellency the Governor on the Public Health and Buildings Amendment Bill and minute by Mr Liu Chi Pak.
(3) Correspondence relative to the amendment of the Public Health and Buildings Ordinance.

Our Canton letter dated March 3 says: The rice question continues to engage the attention of the charitably inclined, merchants and officials alike. Large sums of money have been appropriated and subscribed, and arrangements are being made with the assistance of the Tungwah Hospital, Hongkong, for the transportation of rice from there. The Nanchai and Punmy Magistrates took an active part at every meeting.

OUT OF DATE.—Bad medicines are out of date. Stearns' Wine of Cod Liver Oil, the tonic and blood builder, is as delicious as fine old port. Makes people strong, too.

COMMERCIAL.

In their weekly share report, dated 3rd April, Messrs Vernon and Smyth state:—

The comparative activity in the market, reported in our last, has been maintained to a certain extent, and although anything like a general all-round improvement is not by any means apparent even such a limited movement in the stagnant pool is to be hailed with satisfaction, and as an encouragement to the market. With the exception of a still further rise in Sugar, and a slightly better feeling in Bank, we have no special feature to report, although we think we may safely say that the feeling has prevailed all round, and that an incipient speculative demand is in evidence. Exchange on London T/T 1/10 1/2. On Shanghai 74 1/2.

Bank.—Hongkong and Shanghai have changed hands during the week, in fair quantities at 80, 80 1/2, and 81, closing with sellers at the last rate. National Bank is required for \$1, but shares are scarce and firmly held, and we have heard of no sales.

Marine Insurance.—Union.—With quantities at 80, 80 1/2, and 81, closing with sellers at the last rate. National Bank is required for \$1, but shares are scarce and firmly held, and we have heard of no sales.

Fire Insurance.—Hongkong have advanced to \$800 with \$2 demand at that rate and no sales to report. Chinese remain neglected with sellers at 80.

Shipping.—Hongkong, Canton and Macao call for no special remark. Sales have been made of small lots at 29, and the market closes with probable further small Hongkong and Canton, which was pending in Peking, was to be discussed.

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IN SEARCH OF THE POLE.

LIEUTENANT SHACKLETON'S DIARY.

The Storm-Tossed Nimrod, Through a Maze of Bergs.

WELLINGTON (N.Z.), March 7.—The explorer ship Nimrod, which arrived off Otago Heads on Friday, reached Lyttelton Saturday, after a voyage of 14 days from the ice pack. She brought the first instalment of Lieutenant Shackleton's Antarctic report, which is as follows:—

On January 1, 1908, amidst cheers from 30,000 people and salutes of big guns from the hill heights of Lyttelton, amidst the hoisting of syrens and blowing of steam whistles, the little Nimrod steamed forth at 5 p.m. to her long but with storm and tempest, towering ice-walls and blinding snow, accompanied by thousands on steamers. Passing by the flagship Power, the air was rent with cheers from the ship's deck, and the men on shore, manned the ship. The powerful land breeze, "Auld Lang Syne," and we, to the accompaniment of those strains, hailed in our wire from the low-boat Koonia, and set our faces to the unknown South.

"Scarcely clad in Godley Head were we before the Nimrod began to wallow in a choppy sea, and next day we soon learnt the fact that our heavily-laden little vessel was going to have a rough time of it. "Stronger and ever stronger blow the sea wind, and soon we had to wear more cable, till our bows were hanging some 10 tons of ship's cable and wire. Towards evening it blew harder. Great seas came down our small ship, but the crew ever gallantly to the lowering waves, proving, as we knew her to be of old, a perfect sea boat.

"Our great anxiety was the care of the polar party as they were. The rolling trouble, so I was compelled to place two of the scientific staff on watch two hours each, to attend to them and help them whenever some extra large seas filled us with water from forward to aft. We were assisted by Mr. George Buckley, who came with us at an hour's notice, and who left a life of ease for shore work of adventure. To him we owe at least the life of one pony, when it fell, otherwise it surely would have gone. Day after day we have passed through the white, bitter waves, our gallant crew, and the ship, at times, as she lurched into the trough of the seas.

"Standing with Captain England, whose superb seamanship throughout this trying time I cannot express admiration enough for, I would watch the Koonia disappear from view. Next minute my gaze would be directed to some great wave, green and topped with white, ramping and surging, and I would think, but I could not but strike me as I would think, but the buoyant old sailor rose to the crest, and it would go foaming beneath with bare bits of hull, as if disappointed of its prey. Day after day this struggle went on. One night in the midst of a hurricane squall, a party turned right over in its stall and fell on its back. All efforts to get it back proved unavailing. Next morning we had to shoot it, thus reducing their number to nine. The same day one of our dogs fell, a few days later, after six fine puppies were born. To tell each separately of each succeeding day would be but repetition, for during the next 12 days it did little else but blow gale after gale.

"One fine day we had, and then sudden blankets and wet clothes were put to dry, and our poop looked like a veritable Potemkin-lane. We washed our faces and hands, and scraped bits of soup, etc., that had, during meals, found resting-places on the deck, from off them, and generally against their backs. After this day's rain, whether it began to blow again, and Captain England's and my anxiety was heightened by the fact that the strain of the towing was telling on our ship. She was badly strained, and began to leak. I put the scientific staff on the pumps in spells, day and night, and we got past the shrieking hull and the water became better. Heavy seas had washed away our bulwarks, and port and starboard sides. One particularly large sea one morning dislodged the starboard whaleboat and filled the poop stairs with water.

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"But all bad times have an end, and on January 14 we got a beautiful day. On January 15 the days left us, and at this stage I wish to put before the over-riding wish, continuous courtesy, and splendid seamanship of Captain Evans of that ship. He had a most difficult task, and carried it out splendidly. Captain England managed the Nimrod as though she was one of his own hands, so expert was he of her every movement, and the manly of the whole staff, from the oldest to the youngest, was excellent. Many of them had never been at sea before, and the change from the luxuries of home life to the discomforts of a little ship of 227 tons must have been great. But the discomforts will not stand the spirit of Professor David, of Sydney University, who was only going as far as winter quarters with us, but on my asking him to stay through the voyage he accepted of my request, thus making a valuable addition to our staff, which has increased from 12 to 16 by Professor David, the great geologist; Mr. Marsden, chemist and physicist; Mr. Adolphe, Messrs. Armytage, Hunter, and Traveller, of Melbourne; and Mr. Mackintosh, until now navigating officer of the Nimrod, who was with us from the day of our departure from Lyttelton. The departure of the Koonia marks the first stage of our journey. After a tow of 1600 miles through the ice pack, we on January 15 saw ice ahead, and signalled the Koonia to stop. After towing through the rough water some ten sheep for our winter stores, and putting Mr. Buckley on board, she left us for home, being the first steel steamer to cross the Antarctic Circle.

A NEW WAY SOUTH.

"We then set our faces to the south. Captain England and I decided that in view of the small amount of coal available, and the strained condition of the ship that we would try a new way south to avoid the pack ice, which every vessel has had to force her way through, and after carefully considering the matter we decided that if we went down on 178 meridian we might be more fortunate than the Discovery was in 1901. So on 178 meridian we steamed, and

on the morning of January 17 we entered the City of White, the marvelous Venice of the South. Mile upon mile of great icebergs, never a sign of pack-ice but from the crow's nest on the mainmast stretched out east and west as far as the eye could see, the wonderful herds of the frozen South—great giants waned from the bosom of Antarctica, through broad paths and through narrow alleys, between towering walls, the little Nimrod threaded her way, surrounded by a flock of Antarctic petrels and beautiful little snow white ice petrels; now and then greeted by the astonished squawk of a penguin, which saw for the first time in its life a ship.

"The thrust of our screw and the wash from the propeller as we passed stirred up the water with mighty swirls and eddies. Sad would have been our lot had we been in that spot just then. After passing for hours through these narrow lanes of ice, often thinking we were in a cul-de-sac, and often finding a way through on towards the south, we at last emerged into the open sea. To the north-west and west was an ice free ocean, and behind us lay our line of bergs. We had eluded, for the first time in the history of Polar navigation, the pack ice, and to greet our entry to Ross Sea, to remind us that we were not plain sailing, we had a wind come from the south which made our rigging shine with frost, and the ropes slippery with frozen sea water, whilst the Nimrod began again to pitch, whilst later we did not mind, as the swell caught us, we at last were free from sea-sickness. When the wind was over we were soon on our way, and though the next day we had to steer westward for a few hours to avoid some heavy land ice, we made good distance on our way south.

"Thus we went along until the morning of January 23 we saw a low line on the horizon, and knew we were in sight of the great ice barrier at last. By noon we were close to this wonderful rampart that so far has guarded the secrets of the South from the stacks of ships. Rising sheer from the water to a height of 150 feet, and stretching east and west as far as the eye could see, it is truly one of the wonders of the world. At once we turned to the eastward, and steamed along the ice wall, passing a deep inlet, and towards midnight turned a sharp corner opening to a wide bay filled with fast ice, on which were numbers of seals and Emperor penguins. The whole bay was alive with huge ice-banked whales. To the south, about seven miles across the packed ice, rose a steep cliff of ice beyond which to the eastward were high undulations, terminating in very steep hills, rising to heights of 1000 feet approximately, no bare rock being visible. Pack ice lay thick to the eastward and northward, and though the bergs and land ice, but an open lead gave us passage north. Passing this section of the pack we steamed down close to the barrier again, and at 8 p.m. turned another sharp corner, round which we went. The barrier trended north-eastward.

"We had now passed the position of the inlet where we had hoped to have wintered, and found it had broken away, so that our first serious check. Everything was ready for discharging, but our prospective port had disappeared, and we steamed on eastward to try and reach the ice wall. Just clearing the corner barrier by 150 feet in height. It was not until 8 p.m. that we opened the opening to the north through the heavy ice, and again turned east to try and reach Eastern Land. All that night we pursued a zig-zag course, sometimes steaming into apparently open seas, only to be brought up by close-crowded and hummocked ice packs and huge bergs. At 6 p.m. next day we were further west than the day before, and well to the north. The evening wind sprang up from the north-west, with squalls, driving hail and snow so thick that we had to go slow, our horizon being limited to a few yards.

"On clearing the point we steamed back along the barrier, in the afternoon entering the bay again, thus finding that the barrier had broken away, taking some 15 miles of ice, and leaving a sheer ice face of 150 feet in height. It was not until 8 p.m. that we opened the opening to the north through the heavy ice, and again turned east to try and reach Eastern Land. All that night we pursued a zig-zag course, sometimes steaming into apparently open seas, only to be brought up by close-crowded and hummocked ice packs and huge bergs. At 6 p.m. next day we were further west than the day before, and well to the north. The evening wind sprang up from the north-west, with squalls, driving hail and snow so thick that we had to go slow, our horizon being limited to a few yards.

"It seemed up, and I saw ice was rapidly closing round us. So, reluctantly I gave orders to turn back and it was not until 1 a.m. next morning that we cleared the ice to the north. The only thing I could do was to seek winter quarters in Macmur Sound, as our very limited and rapidly decreasing coal would not allow us further time to go anywhere else, and the strained condition of the ship was the cause of grave anxiety to me. There seemed absolutely no prospect of reaching King Edward Land. It was barred by impenetrable ice. The only expedition which was fortunate enough to find clear water was the Discovery, in 1902.

WINTER QUARTERS.

"Thus foiled in obtaining either of these places, I slowly butting against a strong west wind, made our way to Macmur Sound, which lay under the shadow of the mighty active volcano, Mount Erebus. Hope ran high as we steamed down the sound that morning, January 29, that we might reach the winter quarters of the Discovery but at 10 a.m. we found our way barred by a narrow ice wall, and we were forced to turn back. When the Discovery entered in 1901 she had an absolute ice free sea to her winter quarters. We tried the remaining ice, but in a few minutes realised we might as well try to have nimrod through the great Nimrod. So I led the ship up to the ice face, and passed for a while, until we were within 100 yards of the edge of the ice till February 3, making only a tip west to see if there possibly was a place to winter in on the western shore, but found the ice extending all

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

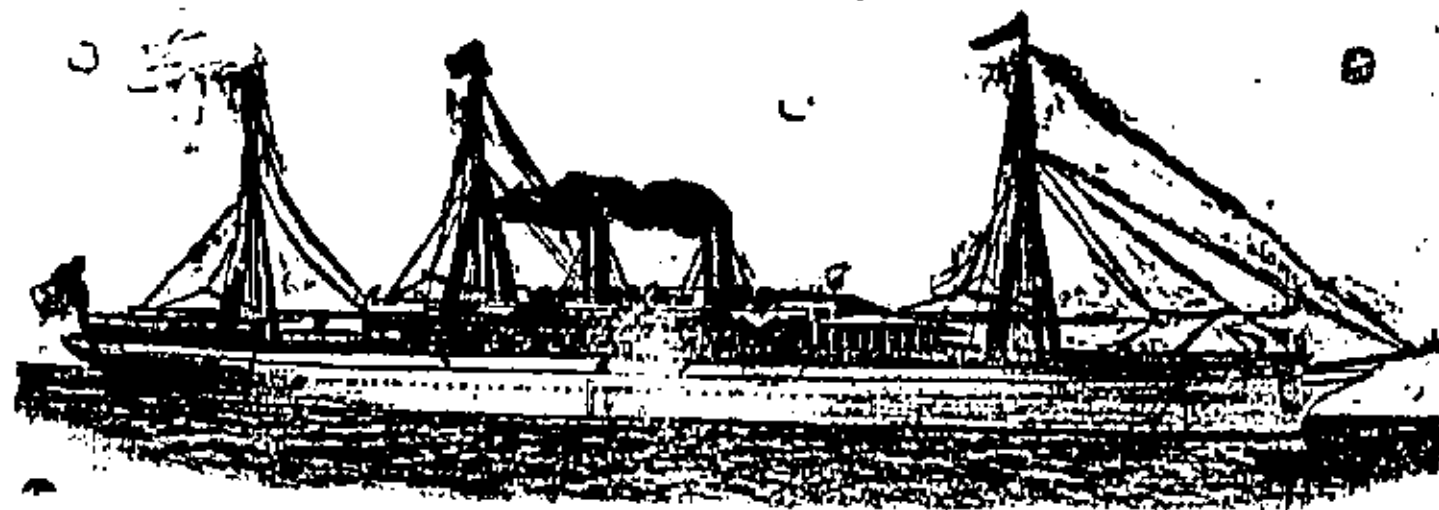
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSHALLS, LONDON & ANTWERP, via Suez, Port Said, Colono & Port Said	BORNEO	About 8th April	Freight and Passage.
SHANGHAI, KOBE, AND YOKOHAMA	JAPAN	About 11th April	Freight and Passage.
SHANGHAI	OCIANA	About 16th April	Freight and Passage.
LONDON, via UVAL PORTS	MALTA	Noon, 18th April	See Special Advertisement.

P. & O. S. N. Co.'s Office.

F. J. ABBOTT, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.
13 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)
R.M.S. EMPRESS OF INDIA	6000 TONS THURSDAY, April 9, April 27.
EMPEROR OF JAPAN	6000 TONS THURSDAY, April 25, May 10.
EMPEROR OF CHINA	6000 TONS THURSDAY, May 7, May 25.
EMPEROR OF RUSSIA	6000 TONS THURSDAY, May 20, June 18.
EMPEROR OF GERMANY	6000 TONS THURSDAY, June 4, June 22.
EMPEROR OF AUSTRIA	6000 TONS THURSDAY, June 17, July 16.
EMPEROR OF ITALY	6000 TONS THURSDAY, July 2, July 20.
EMPEROR OF SPAIN	6000 TONS THURSDAY, July 15, July 23.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPIRE' Steamships, 14,000 tons register. The through transit to Liverpool being 2 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Intermediate on Steamers. 240. " " 242. " " 243. " " 244. " " 245. " " 246. " " 247. " " 248. " " 249. " " 250. " " 251. " " 252. " " 253. " " 254. " " 255. " " 256. " " 257. " " 258. " " 259. " " 260. " " 261. " " 262. " " 263. " " 264. " " 265. " " 266. " " 267. " " 268. " " 269. " " 270. " " 271. " " 272. " " 273. " " 274. " " 275. " " 276. " " 277. " " 278. " " 279. " " 280. " " 281. " " 282. " " 283. " " 284. " " 285. " " 286. " " 287. " " 288. " " 289. " " 290. " " 291. " " 292. " " 293. " " 294. " " 295. " " 296. " " 297. " " 298. " " 299. " " 300. " " 301. " " 302. " " 303. " " 304. " " 305. " " 306. " " 307. " " 308. " " 309. " " 310. " " 311. " " 312. " " 313. " " 314. " " 315. " " 316. " " 317. " " 318. " " 319. " " 320. " " 321. " " 322. " " 323. " " 324. " " 325. " " 326. " " 327. " " 328. " " 329. " " 330. " " 331. " " 332. " " 333. " " 334. " " 335. " " 336. " " 337. " " 338. " " 339. " " 340. " " 341. " " 342. " " 343. " " 344. " " 345. " " 346. " " 347. " " 348. 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Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles	Plymouth
Colombo	1908	Marseilles & London	(Brindisi)	(1 day later)
MAITA	April 18	HIMALAYA	May 16	Saturday, 1908
DEVANHA	May 2	MONSIEUR	May 30	May 23
OCEANA	May 16	INDIA	June 14	June 6
DELTA	May 30	VICTORIA	June 28	June 21
DELTA	June 13	BRITANNIA	July 12	July 5
ALADIA	June 27	MOULTAN	July 26	July 19
MAITA	July 11	CHINA	Aug. 9	Aug. 2
DEVANHA	July 25	MOLDAVIA	Aug. 23	Aug. 16
MARMORA	Aug. 8	HIMALAYA	Sept. 6	Sept. 13

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	about	London
BORNEO	April 8	May 25
NOBE	May 2	May 22
JAPAN	May 16	June 6
BUMATA	May 30	June 21
NAMUR	June 13	July 5
SAEDINA	June 27	July 19
NUBIA	July 11	Aug. 2
SYRIA	July 25	Aug. 16

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Suez.

Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.

For further particulars, apply to F. J. ABBOTT, Acting Superintendent.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL, 1908.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN.	PRINZESS ALICE, Capt. O. Rott.	WEDNESDAY, 8th April, at Noon.
SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.	Capt. J. Randemann.	WEDNESDAY, 8th April, at Noon.
MANTLA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.	PRINZ WALDEMAR, Capt. W. T. Senien.	THURSDAY, 23rd April, at 5 p.m.
YOKOHAMA AND KOBÉ.	PRINZ WALDEMAR, Capt. W. von Sieden.	FRIDAY, 4th April, at 6 p.m.
RUDAT AND SANDAKAN.	BORNEO, Capt. F. Schmidt.	Middle of April.

Norddeutscher Lloyd,
MELOHERS & CO.,
General Agents, Hongkong & China.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA.

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captain	To Sail
KUMERIO	6238	Cowley	14th May, 1908
SHAWMUT	9806	E. V. Roberts	18th May, 1908
TREMONT	9806	T. W. Garlick	19th June, 1908

* Cargo only. + Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

AUSTRIAN LLOYDS STEAM
NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZUKI AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERIAN GUIN, RED SEA, BLACK SEA, LEBANON, VENICE AND ADRIATIC PORTS.)

THE Co.'s Steamship PERLA.

Captain G. BARZOL, will be despatched as above on or about TUESDAY, the 21st April.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIEBER, & CO., Agents, Hongkong, March 24, 1908. 487

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE.

Captain HELMS, will be despatched as above on SATURDAY, the 26th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, March 31, 1908. 501

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

STEAMER ARMAND BEHIO.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. Medea and Douro; from Bordeaux ex s.s. Fidele Lorient, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing, or at any time thereafter.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-morrow, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned and Goods remaining undelivered after MONDAY, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 6th April, at 3 p.m. No Fire Insurance has been effected.

J. MILLER, Agent, Hongkong, March 30, 1908. 493

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENALDER.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing, or at any time thereafter.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognized.

All broken, damaged and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, April 3, 1908. 513

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & MANILA.

CONSIGNEES OF CARGO BY STEAMSHIP AMERICA MARU.

The above mentioned Steamer having arrived, the Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery from alongside.

Cargo impeding discharge of the vessel will be discharged at once, at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, 4th April, 1908, at 5 p.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All cargo undelivered at Noon, FRIDAY, April 10th, 1908, will be subject to rent.

All claims and otherwise damaged cargo will be examined at the above Company's Godowns on WEDNESDAY, April 8th, at 10 a.m.

S. SILVERSTONE, Agent, Hongkong, April 3, 1908. 520

DEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

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THE CONTROL OF KOREA.

Proposals for Native Management.

TOKYO, March 28.
The Korean Privy Council has adopted a motion proposing that it should support the withdrawal of her troops from Korea, as the suppression of the Japanese is a scandal; further that native conscription be enforced, and that Japanese officials be discharged with the exception of those who have proved morally and politically reliable. The Privy Council has submitted the above resolution to the Cabinet.—N. C. Daily News.

SUNDAY, APRIL 6th, 1908.

CHURCH SERVICES.

St. John's Cathedral.

SUNDAY, 6th IN Lent.
Holy Communion (7.30 a.m.)
Matins (11 a.m.) (Full Choir)
Responses, Psalms, Venite, Sanctus; Psalms, of the 5th morning; Benedictine, Best in 7; Benedictus, Garret in 8; Anthem, "O Saviour of the world," Goss.
Holy Communion (12 noon).
Kylie, Stainer in E flat; Hymns, 96 and 107.
Evangelist (5.45 p.m.)
Responses, Psalms; Psalms, of the 5th evening. (MacLaren); Magnificat, 123th. Hymns, 123, Psalm 45 (Tune 28). Hymns 263, 264 and 108.
N.B.—Psalms 26, Verses 1, 2, 9, 10, 21 in unison; Psalm 26, Verses 1, 8, 12 in unison.
Organ Recital, Tuesday next at 5.30 p.m.

UNION CHURCH.

Kennedy Road.

Minister—Rev. C. H. Hickling.
Sunday 11 a.m.—Worship, conducted by Rev. H. O. Meek, Hymns 123, Psalm 45 (Tune 28). Hymns 263, 264, 108.
N.B.—Meeting of a.s. officers and Teachers.
3 p.m.—Service for children in Peak Church, conducted by Rev. C. H. Hickling.
4 p.m.—Sunday Schools.
6 p.m.—Worship, conducted by Rev. H. O. Meek, Hymns 263, 264, 108, 123, Hymns 263, 264, 108, 123.
Wednesday, 5.15 p.m.—Devotional Service. Book study: 2 Samuel.
Friday 8 p.m.—Christian Endeavour Society.

St. Andrew's, Kowloon.

(Robinson Road, near British School. Services on Sundays.
Holy Communion at noon (1st and 5th Sundays of month).
" " at 8 a.m. (2nd and 4th Sundays of month).
" " at 7 p.m. (3rd Sunday).
Morning prayer and sermon: at 11 a.m. On Wednesdays.
Shortened Evening Service (with address or reading) at 6 p.m. followed by Congregational Choir Practice at 6.35 p.m.
Children's Service, monthly, on 3rd Sunday at 3 p.m., followed by Holy Baptism (when necessary) at 4 p.m.
Sunday School on all other Sundays at 3 p.m. except during the summer months.

St. Peter's Church, Queen's Road.

5th Sunday IN Lent.
Morning Prayer 11 a.m.
Venite, Sanctus; To Deum, Woodward; Hymns, 151, 101, 371, 225.
Holy Communion 12.15.
Evening Prayer 6.30.
Dynes, Hymns, 109, 538, 114, 204.
The Church's service "Day of Prayer" will call on ships carrying white crews to bring friends ashore to the services between 5.15 and 6 p.m. (Kowloon) Police Station, 11.15 a.m. & 6 p.m. returning afterwards. All the services are free and unappropriated. Visitors welcome. Books & candles provided.
Wesleyan Church, Wanchai.
Divine Service—10.15 a.m. & 6 p.m.

Soldiers' and Sailors' Home.

Arsenal Street.
Men's Bible Class: 2.30 p.m.
Gospel Meeting—8 p.m.

Peak Church.

Holy Communion—8 a.m.

Deutsche Kirche.

Gottendieck—um 11 Uhr. in Bethel.

Christian Science Services.

Work Buildings, Chester Road, Sundays, 11.15 a.m. & 6 p.m. Wednesdays, 5.30 p.m.

St. Joseph's Church.

Mass, Sermon (English) and Benediction at 10 a.m.

Rosary Church, Kowloon.

In future there will be two Divine Services in the Rosary Church, Kowloon, on Sundays and Obligation days; First Mass at 7 a.m., Second Mass at 9 a.m., followed by the Benediction of the Blessed Sacrament.

EXCHANGE.

Hongkong, April 4, 1908.
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On demand ... 1/10 1/2
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On 60 days sight ... 1/10 1/2
On 90 days sight ... 1/10 1/2
On 120 days sight ... 1/10 1/2
On 150 days sight ... 1/10 1/2
On 180 days sight ... 1/10 1/2
On 210 days sight ... 1/10 1/2
On 240 days sight ... 1/10 1/2
On 270 days sight ... 1/10 1/2
On 300 days sight ... 1/10 1/2
On 330 days sight ... 1/10 1/2
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On 14910 days sight ...

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PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO HONGKONG AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi)	London (1 day later)
TONS	Leave	TONS	Saturday, 1903	Saturday, 1903
MALTA.....6000	April 18	HIMALAYA.....7000	May 18	May 23
DEVANHA.....8000	May 2	MONGOLIA.....10000	May 30	June 4
QUEEN.....7000	May 16	INDIA.....8000	June 14	June 19
DELTA.....8000	May 30	VICTORIA.....8500	June 28	July 3
ARCADIA.....7000	June 13	EBITANNIA.....8500	July 12	July 17
MALTA.....8000	June 27	MOULTAN.....10000	July 26	Aug. 1
DEVANHA.....8000	July 11	CELESTIA.....8500	Aug. 9	Aug. 14
MARMORA.....10500	Aug. 25	HIMALAYA.....7000	Sept. 6	Sept. 11

Passengers charge steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	London	London
TONNAGE	about	about
BORNEO.....5000	April 8	May 26
NOBE.....7000	May 6	June 22
JAPAN.....4500	May 20	June 6
SUMATRA.....5000	June 3	July 19
NAMIE.....7000	July 1	Aug. 17
SARDINIA.....6000	July 15	Aug. 31
NUBIA.....7000	Sept. 1	Oct. 15
SYRIA.....7000	Sept. 15	Oct. 29

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Suez.

Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to

F. J. ABBOTT,
Acting Superintendent.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS

To SAIL, 1903.

STEAMERS	Leave	To
NAPLES, GENOA, ALBIS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.	WEDNESDAY, 8th April, at Noon.	PRINCESS ALICE, Capt. G. Rott.
SHANGHAI, NAGASAKI, KORE AND YOKOHAMA.	WEDNESDAY, 8th April, at 6 p.m.	YORKE, Capt. J. Randemann.
MANILA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.	THURSDAY, 8th April, at 6 p.m.	PRINZ WALDEMAR, Capt. W. von Soden.
YOKOHAMA AND KORE.	FRIDAY, 4th April, at 6 p.m.	PRINZ WALDEMAR, Capt. W. von Soden.
KULAT AND SANDAKAN.	Middle of April.	BORNEO, Capt. F. Semdill.

For further particulars, apply to

Norddeutscher Lloyd, MELOHERS & CO.,
General Agents, Hongkong & China.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA.

VIA

MOJI, KORE AND YOKOHAMA.

VIA			
MOJI, KOBE AND YOKOHAMA.			
Steamers.	Tons.	Captains.	To Sail.
ERIC.....6232	Cowley	1903	
MUT.....9816	El. V. Roberts	14th May.	
ONT.....9820	T. W. Garlick	30th May.	
		19th June.	

* Cargo only. + Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

† The twin-screw s.s. Seawoot and Trenton are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

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GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.



AUSTRIAN LLOYD'S NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Co's Steamship

Captain G. BARON, will be despatched as above on or about TUESDAY, the 21st April.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER, & CO.,
Princes Buildings.

Hongkong, March 24, 1903.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

Captain HEIMA, will be despatched as above on SATURDAY, the 26th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerated Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Waitress are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, March 31, 1903.

Notices to Consignees

NOTICE TO CONSIGNEES.

STEAMER ARMAND BEHIO.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or other ports, via the above Steamer, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the bonded and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undischarged after MONDAY, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 6th April, at 3 p.m. No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, March 30, 1903.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENALDER.

FROM LEITH, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Company, Ltd., at Kowloon, whence delivery may be obtained. No Claims will be considered after the Goods have left the Godowns, and all Goods remaining undischarged after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, dented, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 3, 1903.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & MANILA.

CONSIGNEES of CARGO per Steamship AMERICA MARU.

The above mentioned Steamer having arrived, the Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery from alongside.

Cargo impeding discharge of the vessel will be discharged at once, at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, 4th April, 1903, at 5 p.m. will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

All cargo undischarged after Noon, FRIDAY, April 10th, 1903, will be subject to rent.

All claims, dented and damaged cargo will be examined at the above Company's Godowns on WEDNESDAY, April 8th, at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, April 3, 1903.

THE WILLY CHINAMAN.

How he Bluffs John Bull.

Early in March we published a calumnious article from our London correspondent, in connection with the employment of Chinese on British vessels. Papers to hand by yesterday's mail give the full text of the speech. Mr. Kearley, M.P., in the course of some remarks showed how the Chinese, when seeking engagement at Home ports, got the better of the language test. Practically, he said, every Chinaman who presented himself for engagement declared that he came from Hongkong or Singapore, and therefore claimed exemption from the test as a British subject. Quite recently the Marine Superintendent at Cardiff or Barry had refused to admit six Chinamen unless they produced evidence that they were British subjects. They had accordingly dropped off into the town and had returned very shortly armed with statutory declarations which they had obtained, presumably, from a commissioner, on payment of the statutory fee. That gave an idea of the freedom with which this language test was being abused. There was another figure which would illuminate the position even more vividly. Until the present year, when the Act came into force, there was no inducement whatever for a Chinaman to misstate his place of origin, and therefore the records of the places they came from were probably more or less accurate. Of the 590 Chinamen who had signed on at Cardiff last year only 170 had claimed to come from Hongkong and Singapore. This year out of 172 who had been engaged 102, or 59 per cent, claimed to come from Hongkong or Singapore. This showed that the wily Chinaman had shrewdly detected the weak spot in our armour, and was utilising it to his own special advantage.

We have heard of the American who went to Rome, chose a guide, and said, "Two things I want to see—St. Peter's and the Colosseum. Get on." They drove to St. Peter's. "Which is this?" said the American. He must surely have been the husband of the French bride commemorated by a Paris paper. She had just spent her honeymoon in Italy. "And did you go to Florence, my dear?" said a friend of the family. "I don't know. You see, my husband always took the tickets."

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharves and Godown Company's Godowns at Kowloon, whence delivery may be obtained immediately after Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From LONDON, &c., or a Hongkong, From PERSIAN GULF, or B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional goods will be landed here unless intimation is given to the contrary before 6 Noon.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's or the Company's representative as appointed before the 9th inst. No claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, April 3, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nanyang having arrived from the above Ports Consignees of Cargo by her are hereby notified that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 2nd April, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, March 31, 1903.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.	8.00 a.m. to 8.30 a.m. Every 15 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.	8.30 a.m. to 10.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.	10.30 a.m. to 12.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.	12.00 noon to 1.00 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.	1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.	2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.	3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.	6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 8.00 p.m. Every 15 minutes.	8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 30 minutes.	9.00 p.m. to 9.30 p.m. Every 30 minutes.
9.30 a.m. to 9.50 a.m. Every 20 minutes.	9.50 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 30 minutes.	10.30 a.m. to 11.00 a.m. Every 30 minutes.
11.00 a.m. to 11.30 a.m. Every 30 minutes.	11.30 a.m. to 12.00 a.m. Every 30 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.	1.00 p.m. to 1.30 p.m. Every 30 minutes.
1.30 p.m. to 2.00 p.m. Every 30 minutes.	2.00 p.m. to 2.30 p.m. Every 30 minutes.
2.30 p.m. to 3.00 p.m. Every 30 minutes.	3.00 p.m. to 3.30 p.m. Every 30 minutes.
3.30 p.m. to 4.00 p.m. Every 30 minutes.	4.00 p.m. to 4.30 p.m. Every 30 minutes.
4.30 p.m. to 5.00 p.m. Every 30 minutes.	5.00 p.m. to 5.30 p.m. Every 30 minutes.
5.30 p.m. to 6.00 p.m. Every 30 minutes.	6.00 p.m. to 6.30 p.m. Every 30 minutes.
6.30 p.m. to 7.00 p.m. Every 30 minutes.	7.00 p.m. to 7.30 p.m. Every 30 minutes.
7.30 p.m. to 8.00 p.m. Every 30 minutes.	8.00 p.m. to 8.30 p.m. Every 30 minutes.
8.30 p.m. to 9.00 p.m. Every 30 minutes.	9.00 p.m. to 9.30 p.m. Every 30 minutes.
9.30 p.m. to 10.00 p.m. Every 30 minutes.	10.00 p.m. to 10.30 p.m. Every 30 minutes.
10.30 p.m. to 11.00 p.m. Every 30 minutes.	11.00 p.m. to 11.30 p.m. Every 30 minutes.
11.30 p.m. to 12.00 a.m. Every 30 minutes.	12.00 a.m. to 12.30 a.m. Every 30 minutes.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, April 2nd, 1903.

At 100 cents per Dollar Mexican.

Batcher Meat.

Beef tripe & prime cut—Mei Lung Pa	1b 19
Cornd—Ham Ngau Yuk	19
Roast—Shiu	19
Roast—Nagu Lam	15
Soup—Tong Yuk	15
Steak—Ngau Yuk Pa	19
Sausages—Ngau Ngau Fan Shiu	28
Bullock's Brains—Slov	per set 10
Tongue fresh—Ngau J	each 60
Cornd—Ham Ngau Li	55
Head—Ngau Tau	85
Heart—Ngau Sum	15
Ham—Ngau Kin	18
Feet—Ngau Kerk	each 7
Kidneys—Ngau Yiu	10
Tail—Ngau Mei	17
Liver—Ngau Con	12
Tripe (undressed)—Ngau To	7
Calves Head & Feet—Ngau Chai-tau-kak	set \$1.00
Mutton Chop—Young Pal Kwat	1b 22
Leg—Young Pei	22
Shoulder—Young Shu	20
Pigs' Chittings—Chi chong	23
Brains—Chi Know	per set 2
Feet—Oh Kerk	12
Fry—Chi Chai	15
Head—Chi Tan	18
Heart—Chi Sum	each 7
Kidneys—Chi Yiu	8
Liver—Chi Con	1b 18
Pork Chop—Chi Pal Kwat	23
Cornd—Ham Chai Yuk	23
Leg—Chi Pei	23
Fat or Lard—Chi Yau	18
Sheeps' Head and Feet—Young Tau Kerk	set 60
Heart—Young Sum	each 6
Kidneys—Young Yiu	10
Liver—Young Con	1b 22
Sucking Pig, To Order—Oh Chai	20
Stout, Beef—Sang Ngau Yau	20
Mutton—Sang Young Yau	24
Veal—Ngau Chai Yuk	20
Sausages—Ngau Chai Chong	20

Poultry.

Chicken—Kai Chai	1b 23
Capon, Large, Small—Sin Kai	23
Ducks—A	23
Doves—Pai Kan	each 16
Eggs, Hen—Kai Tan	per dozen 22
Fowls, Canton—Kai	1b 25
Batman—Hoi Nam Kai	32
Geese—Ngai	19
Goose, Wild—Shi Yee Ngai	pair 19
Musk Deer—Wong Keag	each 1
Hare, Shanghai—Tu Chai	1
Partridge—Chi Kai	60
Pheasant—Shan Kai	pair 1
Pigeons, Canton—Pak Kip	each 32
Holow—Hoi Hoi Pak Kip	27
Quail—Um Chon	22
Rice Birds—Wo Pa Chon	dozen 25
Snipe—Sa Choy	each 25
Turkeys, Cook—Phor Kai Kung	60
Hen—Na	45
Wild Ducks, Shai—Shanghai Sul-pai	75
Real—Sai Ap Chai	75
Wild Ducks Canton—Sang Shing Sul Ap	set \$1.30

Fish.

Barbel—Ka Yu	1b 10
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	18
Catfish—Chik Yu	17
Catfish—Mou Yu	14
Cray—Hoi	18
Hallibut—Cheung Kwan Yip	24
Lahma—Wong Fa Yu	17
Loah—Wu Yu	28
Loah—Yung Yu	28
Mackerel—Oh Yu	10
Milkfish—Mong Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Pearl—Kai Kung Yu	14
Perch—Tau Loo	14
Pike—Fa Faw Pong	8
Plaice—Pan Yu	18
Pomfret Black—Hak Chong	20
Pomfret White—Pak Chong	24
Prawn—Ming Yu	48
Ray—Pai Yu	8
Rick Fish—Sak Hui Kung	14
Squid—Oh Yu	28

Meat.

Salmon—Ma Yu Yu	cts.
Shark—Sa Yu	1b 22
State—Po Yu	10
Shrimps—Ha	28
Snapper—Lap Yu	22
Soles—Tat Sa Yu	24
Tanch—Wan Yu	18
Turbot—Oho Hoi Yu	22
Turtles, small, fresh water—Kerk Yu	55
White Bait—Ngau Yo Chai	1

Fruits.

Almonds—Hung Yau	cts.
Apples (California)—Ham San Ping Kho	1b 24
(Ohio)—Tin Chum Ping Kho	24
Small—Hoi Tong	1
Custard—Fan Lai Chai	each 1
Bananas, large, Canton—San Shing	1b 3
Bananas, (brides), Macao—San Shing Chai	1b 12
Chamunas, Chinese—Young Lat	10
Chamunas—Young Tuo	10
Cocanuts—Yeh Yu	each 10
Lemons, China—Ning Moong	1b 7
America—Kum San Sing Moong	7
Liches Dried—Lai Chi Small Stone	20
Fresh—	20
Limes (Saigon)—Sai Kung Ning Moong	7
Mango, Manila—Lai Sung Moong	25
Mangosteens—San Chuk Tai	per 100 10
Oranges (Canton)—San Shing Tin Chang	1b 6
Oranges Sweet	1